

WINE AND SPIRIT MERCHANT.  
CHAZALON & CO.  
MAKERS AND FREE (J.I.)  
SERVES (J.I.)  
QUEEN'S ROAD.

# The China Mail.

ESTABLISHED 1845

St. GEORGE'S BUILDING  
DISS BROS.  
Tailors.

No. 18,561

號一廿月九年六零百九千一英

HONGKONG, FRIDAY, SEPTEMBER 21, 1906.

日四初月八年午丙

PRICE, \$8.00 Per Month

**GERMAN BEER.**  
Large Stock on Hand of  
**AUGUSTINER BRAU**  
AND THE CELEBRATED  
**KULMBACHER BEER.**  
Per Case of 6 doz. pils...\$18.00.  
Per Case of 4 doz. qts...\$18.00.  
**MACWEN, FRICKEL & CO.,**  
1815 3, DUBBEL STREET.

Intimations.  
**WHO'S WHO**  
IN THE  
**FAR EAST.**  
THE  
ONLY BOOK OF REFERENCE  
WHICH GIVES  
BIOGRAPHIES  
OF THE  
PROMINENT MEN OF  
THE FAR EAST  
IS NOW ON SALE  
Price \$10.  
FORWARDED TO ANY ADDRESS.  
OBTAINABLE FROM THE PUBLISHERS—  
**R. QUEEN'S ROAD CENTRAL.**  
Hongkong.  
Hongkong, July 10, 1906.

**NOTICE.**  
THE SALE OF SUNDRY NAVAL,  
VICTUALLING, OBSOLETE AND  
CONDAMNED STORES will take place  
on TUESDAY and WEDNESDAY, the  
25th and 26th September, 1906,  
commencing each day at 10 A.M. sharp, instead  
of as previously advertised.  
**HUGHES & ROUGH,**  
Government Auctioneers.  
Hongkong, September 20, 1906. 1820

**NOTICE.**  
TENDERS are invited for the supply to  
B.M. NAVAL YARD of the under-  
mentioned TIMBER MATERIALS for  
one year from 12th October, 1906, viz.:—  
TEAK, KAUK, THICKSTUFF,  
AMERICAN FIR, SCANTLING, PLANK,  
CAMPHOR WOOD, AND BOARD.  
OREGON SPARS.  
Form of tender, and information in  
regard to the condition of contract, etc.,  
can be obtained on application to the Naval  
Stores Officer, H. M. Naval Yard. To  
enable persons tendering to estimate what  
stock they would be expected to keep, they  
will be provided, if necessary, with a state-  
ment showing the expenditure of the  
different descriptions of material during  
the twelve months ending 30th June last.  
A deposit of one hundred dollars will  
be required with each tender, but this will  
be returned on the acceptance or rejection  
of the same. The tenders, which will be  
received till Noon on 23rd inst., should be  
sealed and addressed to the Commandant,  
H. M. Naval Yard.  
Hongkong, September 19, 1906. 1817

**THE PUBLIC HEALTH AND  
BUILDINGS ORDINANCE  
COMMISSION.**  
TAKE NOTICE that a Commission has  
been appointed to enquire into and  
report on the following matters viz.:—  
1. Whether the administration of the  
Sanitary and Building Regulations  
enacted by the Public Health and  
Buildings Ordinances, 1903, as now  
carried out is satisfactory, and if not,  
what improvements can be made.  
2. Whether any irregularity or corrup-  
tion exists or has existed among the  
officials charged with the adminis-  
tration of the aforesaid Regulations.  
The Commission earnestly invites the  
inhabitants of Hongkong and Kowloon to  
co-operate with them by forwarding any  
complaint they may have to make or sug-  
gestion to offer in connection with the  
matters aforesaid to the Under-Secretary.  
Any person examined as a witness in the  
enquiry aforesaid who in the opinion of the  
Commission makes a full and true dis-  
closure touching all the matters in respect  
of which he is examined will receive a  
certificate from the Commission which will  
protege the witness against any civil or  
criminal proceedings which may be insti-  
tuted against such witness in respect of  
any matter touching which he has been  
examined.  
By Order,  
**W. BOWEN-ROWLANDS,**  
Secretary.  
Hongkong, July 7, 1906. 1830

**Business Notices.**  
**W. S. BAILEY & CO.**  
ENGINEERS & SHIPBUILDERS.  
WORKS: KOWLOON BAY.  
OFFICES & STORES: No. 20, CONNAUGHT ROAD.

**HONGKONG, CANTON, MACAO  
AND WEST RIVER STEAMERS.**  
JOINT SERVICE OF THE HONGKONG, CANTON AND  
MACAO STEAMBOAT CO., LTD., AND THE CHINA  
NAVIGATION COMPANY, LTD.  
**Hongkong-Canton Line.**  
s.s. HONAM, 2,388 tons, Captain H. D. Jones.  
s.s. POWAN, 2,388 tons, Captain W. A. Valentine.  
s.s. FATHAN, 2,388 tons, Captain R. D. Thomas.  
s.s. HANKOW, 3,073 tons, Captain C. V. Lloyd.  
s.s. KINSHAN, 1,995 tons, Captain J. J. Louisa.  
Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday Excepted), 9 p.m.  
and 10.30 p.m. (Saturday Excepted).  
Departures from Canton to Hongkong daily at 8.30 a.m., 3.30 p.m. and 5.30 p.m.  
(Sunday Excepted).  
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the  
River. The accommodation is drawn to their Superior Saloon and Cabin accommodation.

**Hongkong-Macao Line.**  
s.s. HONGSHAN, 1,998 tons, Captain J. F. Morrison, s.s.B.  
Departures from Hongkong to Macao on week days at 2 p.m., except when otherwise  
needed by Express. Sunday Special Excursions, leaving Hongkong at 9.30 a.m.,  
and a Second Departure about 7 p.m.  
Note: During the Summer Months the time of leaving fluctuates to suit the tide  
at Macao. See Special Summer Time-table.  
Departures from Macao to Hongkong on week days at 8 a.m. On Saturdays a second  
departure about 7 p.m. On Sundays about 1 p.m. (See Special Express).

**Canton-Macao Line.**  
s.s. LONGSHAN, 214 tons, Captain T. Hamilton.  
This steamer runs on Canton for Macao every Tuesday, Thursday and Saturday at  
8 a.m. and leaves Macao for Canton every Monday, Wednesday and Friday at 7.30 a.m.  
JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVI-  
GATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.  
**Canton-Wuchow Line.**  
s.s. SAINAM, 583 tons, Captain J. Wilcox.  
s.s. NANNING, 583 tons, Captain G. Batschart.  
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday  
and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days  
at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin  
accommodation and are lighted throughout by electricity.  
Further particulars may be obtained at the Office of the —  
**HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.**  
HOTEL MANAGER, (First Floor), opposite the Hongkong Hotel.  
Or of BUTTERFIELD AND SWIRE.  
Agents, CHINA NAVIGATION CO., LTD.

**R. HOUGHTON.**  
NAVAL, MILITARY AND CIVIL TAILOR.  
16, QUEEN'S ROAD CENTRAL.  
Hongkong, September 12, 1906. 1190

**HONGKONG FOOTBALL CLUB.**  
THE ANNUAL MEETING will be held  
in the HONGKONG HOTEL, on  
MONDAY, 24th instant, at 1.15 p.m.  
**R. H. CROFTON,**  
Hon. Secretary.  
Hongkong, September 18, 1906. 1811

**HONGKONG ST. ANDREW'S  
SOCIETY.**  
THE ANNUAL GENERAL MEETING  
of the above SOCIETY will be held  
in the CITY HALL, on FRIDAY, 28th  
inst., at 5.30 p.m.  
**W. ARMSTRONG,**  
Hon. Secretary.  
Hongkong, September 20, 1906. 1828

**DOUGLAS STEAMSHIP COMPANY,  
LIMITED.**  
THE ORDINARY ANNUAL GEN-  
ERAL MEETING OF SHARE-  
HOLDERS in the above Company will  
be held at the Company's Office, on SATUR-  
DAY, the 29th SEPTEMBER, at Noon,  
for the purpose of receiving the Report of  
the General Manager, together with a  
Statement of Accounts to 30th June, 1906.  
The TRANSFER BOOKS of the Com-  
pany will be CLOSED from the 22nd to  
the 28th September, both days inclusive.  
**DOUGLAS, LARRAK & Co.,**  
General Managers.  
Hongkong, September 17, 1906. 1806

**'THE CITOPHONE.'**  
A HOUSE TELEPHONE.  
CAN be fitted to existing Electric Bells.  
No Extra Wires needed. As clear  
and distinct as an Ordinary Telephone.  
Best Telephone for Private Houses,  
Hotels, Boarding Houses, Offices, Hos-  
pitals, etc., etc. Price very Moderate.  
Can be inspected at the Office of the  
Sole Agents.  
**LUTGENS, EINSTAMANN & CO.,**  
No. 2, Pedder Street.  
Hongkong, February 5, 1906. 1830

**NORTH BRITISH AND MERCANTILE  
INSURANCE COMPANY.**  
TOTAL FUNDS at 31st DECEMBER, 1905,  
£1,837,119.  
I—Authorized Capital £3,000,000  
Subscribed Capital £2,750,000  
Paid-up Capital £2,657,500 0 0  
II—Fire Funds £3,386,720 19 8  
III—Life & Annuity Funds £1,762,898 8 6  
Revenue Fire Branch £27,837,119 8 1  
" Life & Annuity " £2,081,044 19 8  
Branches £1,715,806 19 10  
£4,774,963 19 6  
The Accumulated Funds of the Fire and  
Life Departments are free from liability in  
respect of each other.  
**SHEWAN, TOMES & CO.,**  
Agents.  
Hongkong, July 7, 1906. 1837

**WANTED.**  
A FIRST-CLASS BILLIARD TABLE.  
Apply to  
Care of 'CHINA MAIL' OFFICE,  
Hongkong, September 3, 1906. 1736

**CHEAP CLEARANCE SALE  
OF  
DRAPERY, &C.  
DART LOONG'S**  
51 AND 53, WELLINGTON ST.  
FOR ONE MONTH ONLY.  
FROM 15th SEPTEMBER.  
TO MAKE ROOM FOR NEW GOODS.  
Hongkong, September 17, 1906. 1809


**CHEE WING & CO.**  
28 & 29, LEE YUEN STREET (WEST)  
HONGKONG.  
DEALERS IN  
All Sorts of COPPER, BRASS, STEEL  
IRON WARE, &c.  
STEEL GIRDERS and TEES,  
CORRUGATED IRON, FIG IRON, &c.,  
Suitable for  
SHIPS, ENGINEERS and HOUSE BUILDERS.  
1233

**CARLTON HOUSE HOTELS,**  
No. 8 and 10, Ice House Road.  
EXCELLENT FURNISHED ROOMS.  
COMFORT OF RESIDENTS AND THE CUISINE A SPECIALTY.  
FOR TERMS, APPLY TO  
THE MANAGER. 804

**CAMPBELL, MOORE & CO.,  
LIMITED.**  
CLEARANCE SALE.  
CLEARANCE SALE  
COMMENCING ON  
MONDAY, the 17th inst.  
FOR 2 WEEKS ONLY.

**BELL'S ASBESTOS EASTERN AGENCY, LIMITED**  
(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).  
SAVE FUEL BY COVERING YOUR BOILERS AND STEAMPIPES  
WITH  
BELL'S ASBESTOS NON-CONDUCTING COMPOSITION.  
ESTIMATES GIVEN  
FOR WORK FINISHED COMPLETE.  
OR SUPPLIED IN  
Bags of 1 cwt. each.  
Office: 6, DES VŒUX ROAD.

**Business Notices.**  
**BELL'S ASBESTOS EASTERN AGENCY, LIMITED**  
(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).  
SAVE FUEL BY COVERING YOUR BOILERS AND STEAMPIPES  
WITH  
BELL'S ASBESTOS NON-CONDUCTING COMPOSITION.  
ESTIMATES GIVEN  
FOR WORK FINISHED COMPLETE.  
OR SUPPLIED IN  
Bags of 1 cwt. each.  
Office: 6, DES VŒUX ROAD.

**LANE, CRAWFORD & Co.**  
JUST RECEIVED NEW CONSIGNMENT OF  
**'WALK OVER' BOOTS**  
BLACK BROWN PATENT VARIOUS SHAPES AND SIZES.  
  
**LANE, CRAWFORD & CO.**  
**THE HONGKONG HOTEL**  
UNRIVALLED FOR COMFORT AND CUISINE.  
THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.  
MODERATE TERMS AND NO EXTRA.  
**H. HAYNES, Manager.**

**STAG HOTEL,**  
148, QUEEN'S ROAD CENTRAL.  
FIRST CLASS HOTEL, MOST CENTRALLY SITUATED.  
WELL FURNISHED AND AIRY BEDROOMS.  
Monthly Boarders accommodated on very Moderate Terms.  
For Particulars, apply to  
**THE MANAGER.** 1895

**N. LAZARUS  
OPTICIAN.**  
No. 5, PEDDER STREET  
(Under Hongkong  
Hotel).  
SIGHT TESTED  
FREE.  
LENSES GRIND-  
REPAIRS  
A SPECIALITY.

**MEE CHEUNG, PHOTOGRAPHER**  
(Ice House Lane).  
SPLENDID PHOTOGRAPHS OF DAMAGE DONE  
BY THE TYPHOON.  
TAKEN THE SAME DAY.  
One Hundred Views to Select From.  
Hongkong, September 19, 1906. 1178

**REMINGTON  
TYPEWRITERS**  
WITH ALL REQUISITES.  
**SIEMSEN & CO.,**  
SOLE AGENTS.  
Hongkong, March 2, 1906. 449

**CAMPBELL, MOORE & CO.,  
LIMITED.**  
CLEARANCE SALE.  
CLEARANCE SALE  
COMMENCING ON  
MONDAY, the 17th inst.  
FOR 2 WEEKS ONLY.

**EAST PRAYA RECLAMATION  
SCHEME.**  
AS PROPOSED TO THE HONGKONG  
GOVERNMENT AND THE MARINE  
LOT-HOLDERS BY SIR PAUL  
CHATER.  
A Full Details Printed in Pamphlet Form.  
Copies may be had at 'CHINA MAIL' Office,  
5, Wyndham Street.  
Price 50 Cents each.

**'REFORM IN CHINA.'**  
BEING a letter addressed to Rear-  
Admiral Lord CHARLES BERNARD,  
C.B., M.P. And an article in reply to  
"CHINA: THE SLEEP AND  
AWAKENING."  
To be had in pamphlet form at the  
"CHINA MAIL" Office, 5, Wyndham Street.  
Price .....One Dollar

**Business Notices.**  
**GREEN ISLAND CEMENT CO., LD**  
**PORTLAND CEMENT**  
In Casks of 375 lbs. net, \$4.75 per Cask, ex Factory.  
In Bags of 250 lbs. net, \$2.80 per Bag, ex Factory!

**Shewan, Tomes & Co.,**  
GENERAL MANAGERS. 285

**FAIRALL & CO.**  
**DRESSMAKERS & MILLINERS.**  
ARE NOW SHOWING  
A GOOD SELECTION OF SMART NEW FOULARDS  
AND WASHING SILKS, VOILES, EOLIENNES, etc.  
In all the New Art Shades.  
NEW KID GLOVES.  
7 & 9, Pedder Street (Hongkong Hotel Building).

**HOTEL BALTIMORE** LATE HOTEL AMERICA  
9, WYNDHAM STREET.  
A FIRST-CLASS HOTEL under European Management. NICELY FURNISHED.  
AIRY ROOMS, EVERY COMFORT FOR RESIDENTS AND TOURISTS.  
EXCELLENT CUISINE. Three minutes' walk from the Ferry Wharf.  
TERMS REASONABLE. Apply to THE MANAGER. 1151

**VICTORIA DISPENSARY**  
SOLE AGENTS FOR  
**V. R. O. LIQUEUR WHISKY**  
(Square Bottles) per doz. \$15.

**'NESTOR' DISINFECTING FLUID**  
In 1 Gallon and 5 Gallon Tins.

**CHAMPAGNES**  
FROM  
**CHARLES HEIDSIECK.**

**PURVEYOR TO HIS MAJESTY KING EDWARD.**  
**SIEMSEN & CO.,**  
SOLE AGENTS FOR CHINA AND JAPAN.  
Hongkong, March 2, 1906. 180

**LEE LOONG & CO.,**  
**FURNITURE STORE,**  
No. 14, QUEEN'S ROAD CENTRAL  
(Next Door to H. PRICE & Co.)  
ALL Kinds of FURNITURE, CARVED (ANTON) BLACKWOOD, CROCKERY and GLASS  
WARE, KITCHEN UTENSILS, etc., etc.  
AT MODERATE PRICES. 1179

**THE OLIVER TYPEWRITER**  
VISIBILITY.  
SIMPLICITY.  
DURABILITY.  
UNRIVALLED FOR DUPLICATING.  
WRITING IN SIGHT!  
(UNIVERSAL KEYBOARD).  
GRANT & LESLIE,  
GENERAL AGENTS  
FOR HONGKONG & SOUTH CHINA.  
Hongkong, April 21, 1906. 229

**TRY OUR  
V. O. S.**  
THE BEST WHISKY OBTAINABLE  
**Caldbeck, Macgregor & Co.,**  
WINE & SPIRIT MERCHANTS  
15, QUEEN'S ROAD CENTRAL.







## A BOXER OUTBREAK.

## Trouble in North Shansi.

The Rev. J. W. Stevenson has supplied the N.C. Daily News with the following account of a Boxer outbreak, which has reached him from a correspondent at Tsinghsien:—

The Boxers have been drilling for a long time in the mountains around Tsinghsien and Sohpingfu (North Shansi) and the Christians and all good people have feared exceedingly.

On August 18, in the afternoon, a considerable number of Boxers entered Tsinghsien, and suddenly the missionaries had to flee to the yamen, where many Christians followed them. After a little while the Boxers also came to the yamen, and asked the Mandarin for food, as also for authority to kill the foreigners, threatening to kill the Mandarin and destroy the yamen if their request were not granted. In the afternoon of the same day the merchants closed their shops, and all the people were in terror. After the Boxers had been supplied with food, they went to a large temple in the city and took up their quarters there, having decided to kill all the foreigners and native Christians and destroy the Mission premises the next day. In the evening of the same day, August 18, a German Lieutenant arrived on his way from Mongolia to Peking and he had also to be shut up in the yamen. In all there were six foreigners there—two gentlemen and four ladies. The Chinese officials were very frightened, as were all the other people in the yamen, because of the Boxers. A few soldiers were in the city, but their officers had not come from Tientsin.

The German officer offered to help the Hsien Mandarin against the Boxers, and this offer was readily accepted. On August 19, early in the morning, between four and five o'clock, the German Lieutenant mustered the little company of Chinese soldiers, and certainly he did inspire them with confidence. Only ten of them had rifles besides himself and his servant. The others had swords and spears. They proceeded to the temple where the Boxers were. Arriving there, their presence was reported quickly to the Boxers by their entry who was on the lookout. The Boxer leader came out to meet them, and was followed by the whole of his associates. The German officer, who went in front of the Chinese soldier, through his interpreter, asked the Boxer leader to surrender with his fellow-leaders, telling their followers that they might go, but he answered, "We will kill you, foreigners, first." Then the Lieutenant fired a shot over his head, and asked him to draw back; but he swung his sword and came very near to the officer, saying, again, "I will kill you foreign devil." The German Lieutenant then sprang upon him down; but the other Boxers did not fear and came pressing against the Lieutenant and his soldiers, whereupon he commanded the latter to fire. Eleven Boxers were killed, many were taken prisoners. Several of these men were the chief leaders in the massacre of 1900 in this district.

On my arrival on the same morning I found all the foreigners safely in the yamen and the Chinese Christians too. In the afternoon we all returned to our station, and found that the watchmen had done their duty.

I will now mention how the Boxers were dressed. Everyone had a yellow cap and waistband and yellow braids in his queue. In his waistband each had a little yellow flag on which was written, "Fei Hu Tien Ping" "Flying Tigers Heavenly Soldiers." They had also two large yellow standards. Their weapons were swords, spears, spears, hammers and other things. They called themselves "Huang Tien Sheng" "The Holy Heaven the Holy Doctrine (or Way)."

The missionaries are all safe and well, and everything is now peaceful. The General from Tientsin has arrived with troops.

## Hotels.

## KING EDWARD HOTEL.

## A HIGH-CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea Rooms.  
Private Bar and Billiard Room.  
Hot and Cold Water throughout.  
Electrically Lighted.  
Electric Fans (if required).  
Electric Passenger Elevator to each Floor.  
Table D'Hôte at Separate Tables.  
TELEGRAPHIC ADDRESS:  
"VICTORIA, Hongkong"  
For terms, &c., apply to the  
MANAGER.

## VICTORIA HOTEL.

SHAMHIN, CANTON.

ON THE BRITISH CONCESSION.

## MACAO HOTEL.

MACAO, CHINA.

In the Centre of Praya Grand.

BOTH Hotels under Experienced European Management.  
Every Comfort and Convenience for Residents and Tourists.  
WM. FARMER, Proprietor.

## THE BEST BILLIARD TABLES.

IN THE COUNTRY ARE AT

## THE KOWLOON HOTEL.

CABLE ADDRESS: "CHOW KOWLOON."

A High-class Tourist's Hotel under American Management. First-class Cuisine, Beautiful Garden.  
MODERATE CHARGES.  
J. W. OSBORNE,  
Proprietor and Manager.

## CHAMPAGNE.

## VUVE CLICQUOT PONSARDIN RHEIMS.

Maison fondée en 1783. WERLE et Cie., Succrs.

PURVEYOR TO HIS MAJESTY KING EDWARD

AND TO

HIS ROYAL HIGHNESS THE PRINCE OF WALES.

CHINA EXPORT-IMPORT &amp; BANK-CIE,

SOLE AGENTS FOR CHINA AND JAPAN.

2, CONNAUGHT ROAD, HONGKONG.

The genuine French state's mineral water of VICHY CELESTINS VICHY GRANDE-GRILLE VICHY HOPITAL

BE CAREFUL TO NAME WHICH SPRING

LOZENGES — SALTS — COMPRIMES VICHY-ÉTAT

THE DRINK OF THE HOMELAND

Age and Quality Guaranteed

Supreme among Scotch Whiskies

ASK FOR WATSON'S No. 10 DUNDEE WHISKY

JAMES WATSON & Co. Ltd., DUNDEE.

Supplied by WATKINS Ltd. Apothecaries Hall, HONG KONG.

And Known all the World round.

PRINTING . . .  
PRINTING . . .  
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## Artistic Printing

Done with Neatness and

Despatch

At Moderate Prices.

## Programmes.

Company Reports.

Business Circulars.

Bills of Lading, etc.

Under European Supervision

## China Mail Office

5, WYNDHAM STREET.

HONGKONG.

## Notice to Consignees

## NOTICE TO CONSIGNEES.

THE PENINSULAR &amp; ORIENTAL STEAM NAVIGATION CO.'S STEAMER POONA.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns and Kowloon Wharf and Godown Company's Godowns at Kowloon where each Consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 Hours.

Goods not cleared by the 23rd Inst., at 4 p.m., will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWITT, Superintendent.

Hongkong, September 18, 1906. 1804

## NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship Lightning, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from along-side.

Cargo impeding the discharge will be landed at once at Consignees' risk and expense. Cargo remaining on board after 2 p.m. of the 21st Inst., 1906, will be landed at Consignees' risk and expense into the Godowns and/or extra hazardous Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from along-side; such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON &amp; Co., Ltd., Agents.

Hongkong, September 19, 1906. 1821

## NOTICE TO CONSIGNEES.

STEAMER OCEANIC.

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of Cargo from London

ex a.s. Malapen and Guadalupe; from HAVRE ex a.s. Malapen; from BORDEAUX ex a.s. Frederic Morel, in connection with above steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns and/or extra hazardous Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LTD., at Kowloon, where delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 11 A.M., To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the undersigned, and Goods remaining undelivered after MONDAY, the 24th September, at Noon, will be subject to rent and landing charges. All claims must be sent in to me on or before the 24th September, or they will not be recognised. All damaged packages will be examined on MONDAY, the 24th September, at 3 p.m.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, September 17, 1906. 1803

## NOTICE TO CONSIGNEES.

THE PENINSULAR &amp; ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER DELHI.

FROM COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This Vessel brings Cargo:— From London, &c. ex a.s. Mongolia. From CALCUTTA, &c. ex a.s. Gaudin. From PENANG, &c. ex a.s. B.I.S.N. and B. & P.S.N. Co.'s steamers. From BOMBAY, &c. ex a.s. Macgregor.

Optional goods will be landed here unless instructions are given to the contrary before 6 Hours.

Goods not cleared by the 25th Inst., at 4 p.m., will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT, Superintendent.

Hongkong, September 18, 1906. 1814

HONGKONG, September 18, 1906. 1814

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## His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Guns.	H.P.	Captain.	Last arrival.
Albatross	despatch-vessel	1700	12	3000	Comdr. E. La T. Latham	Hongkong
Albatross	cruiser, 2nd class	4360	10	3000	Captain S. L. Vaughan Lee	Hongkong
Bramble	river gunboat	210	2	300	Lieut.-Comdr. Davidson	Yantai
Britomart	river gunboat	710	2	300	Lieut.-Comdr. B. naber	Yantai
Chloris	water tank and tug	1070	6	1400	Comdr. Luard	Hongkong
Clio	cruiser, 1st class	11,000	16	6,500	Comdr. H. D. Wilkin, D.S.O.	Shanghai
Diadem	torpedo boat destroyer	360	8	8700	Opt. H. W. Barrow, R.N.	Shanghai
Fame	cruiser, 2nd class	4360	10	3000	Lieut.-Comdr. Hughes	Hongkong
Flora	torpedo boat destroyer	276	6	4000	Lieut.-Comdr. Cox	Weihsaiwei
Handy	torpedo boat destroyer	276	6	4000	Lieut.-Comdr. Heppner Heaton	Weihsaiwei
Hart	torpedo boat destroyer	276	6	4000	Lieut.-Comdr. W. H. Darwall	Weihsaiwei
Janus	cruiser, 1st class	9000	14	22,000	Capt. De Horsey	Weihsaiwei
King Alfred	cruiser, 1st class	14,000	14	30,000	Capt. Cecil F. Thursty, R.N.	Weihsaiwei
Kinshasa	river gunboat	618	4	1200	Lt.-Comdr. E. V. B. Dugmore	Yantai
Monmouth	cruiser, 1st class	9500	14	22,000	Lt.-Com. R. E. Vaughan	Weihsaiwei
Northey	river gunboat	360	8	6300	Lieut.-Comdr. J. Kiddle	Weihsaiwei
Ramirez	torpedo boat destroyer	886	6	6500	Comdr. C. E. Moore	Hongkong
Robin	river gunboat	85	2	240	Lt.-Comdr. C. C. Walcott	Weihsaiwei
Sandpiper	river gunboat	85	2	240	Lt.-Comdr. R. T. Atty	Weihsaiwei
Snipe	river gunboat	85	2	240	Lt.-Comdr. E. V. B. Dugmore	Yantai
Taka	torpedo boat destroyer	4600	6	6500	Commodore Williams	Hongkong
Tamir	river gunboat	180	2	300	Lt.-Comdr. W. Secreston	Yantai
Tartar	cruiser, 1st class	14,000	14	30,000	Capt. Ballant	Weihsaiwei
Virago	torpedo boat destroyer	356	8	6300	Lieut.-Comdr. West	Weihsaiwei
Waterwitch	surveying ship	320	2	400	Comdr. R. W. Blanche	Weihsaiwei
Whiting	torpedo boat destroyer	198	2	800	Lt.-Comdr. G. E. L. Thomas	Weihsaiwei
Woodcock	river gunboat	150	2	600	Lt.-Comdr. G. B. Spicer-Simon	Upper Yangtze
Woodcock	river gunboat	150	2	600	Lieut.-Com. J. W. Wrightson	Upper Yangtze
Woodcock	river gunboat	150	2	600	Lieut.-Com. J. W. Wrightson	Upper Yangtze

\* Flag of Vice-Admiral Sir W. Arthur Moore, Commander-in-Chief.

## Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Description.	Tons.	Guns.	H. P.	Captain.		
Kaiser Franz Josef	Austro-Hungarian cruiser	4300	19	3000	Capt. Ferdinand Bublay	Shanghai	
Panther	Austro-Hungarian cruiser	1350	12	3000	Captain E. Koerber	Yokohama	
Vehéron	French armoured gunboat	1798	10	1700	Lieut. Ferret	Haiphong	
Adour	French receiving-ship	—	—	—	Lieut. Morle	Cape St. James	
Alouette	torpedo-boat	128	—	500	Capt. Joannet	Hongkong	
Argus	French gunboat	—	—	150	Lieut. Hae	Shanghai	
Carondelet	French gunboat	446	10	1000	Lieut. L'Her	Kitching	
Decade	French gunboats	3916	14	5500	Comdr. Amet	Salon	
Duquesne	French armoured cruiser	10,014	38	20,000	Lieut. Coquelin	Salon	
Dupetit-Thouars	French sub-marine	303	7	6300	Lieut. Garesau	Hongkong	
Esturgeon	French destroyer	350	7	808	Lieut. Saint-Sauve	Hongkong	
Francisque	French destroyer	3476	38	20,200	Captain Ridoix	Yokohama	
Guichen	French cruiser	9700	—	—	Lieut. Porter	Yokohama	
Henri Riviere	French gunboat	200	6	308	Lieut. Corleor	Haiphong	
Jacquin	French gunboat	307	7	308	Comdr. Sagot-Davaux	Hongkong	
Javeline	French destroyer	1230	8	2500	Commodore Simon	Salon	
Kersaint	French cruiser	9700	12	18,600	Lieut. Armbruster	Salon	
Lynx	French sub-marine	307	6	300	Capt. Martel	Hongkong	
Montcalm	French cruiser	—	—	—	Lieut. du Châmin	Salon	
Mouquet	French destroyer	—	—	—	Capt. Grallier	Chungking	
Poite	French gunboat	—	—	—	Lieut. Lavissiere	Tongku	
Pistolet	French torpedo-boat	350	7	800	Lieut. de Reinsch Werth	Salon	
Portes	French sub-marine	—	—	—	Lieut. Glorieux	Hongkong	
Rapier	French torpedo-boat	9437	8	6071	Lt. Vincent de Brichignac	Salon	
Redoubtable	French battleship	—	—	—	Reserve	Hongkong	
Sabre	French destroyer	1798	10	1700	Lieut. Leblat	Salon	
Seydlitz	French gunboat	—	—	—	Capt. Dupuis	Yantai	
Taihang	French gunboat	250	6	—	Capt. Terquem	Salon	
Takou	French destroyer	6150	23	4560	Lieut. Bragan	Hongkong	
Vauban	French battleship (reserve)	123	7	500	—	—	—
Vigilante	French gunboat	—	—	—	—	—	—
Furst Blumarch	German flagship	11,000	36	14,000	Captain Wilken	Japan	
Hansa	German cruiser	6230	34	10,000	Capt. Manoeck	Singapore	
Ilia	German gunboat	1000	10	1800	Comdr. Baron von M. Hillebrand	Hongkong	
Jaguar	German gunboat	900	10	1800	Comdr. Kloebe	Hongkong	
Loch	German gunboat	850	10	1844	Comdr. Harzot	Tientsin	
Méve	German gunboat	1009	8	875	Comdr. Lubbert	Tientsin	
S. 90	German torpedo-boat	—	—	—	Capt. Lieut. Wing-Müller	Tientsin	
Taku	German torpedo-boat	900	10	1800	Capt. Lieut. Walter	Hongkong	
Tiger	German gunboat	170	5	1340	Comdr. Abeken	Hongkong	
Tungtung	German gunboat	—	3	500	Capt. Lieut. Gieseler	Canton	
Waterhnd	German gunboat	—	3	500	Capt. Lieut. de Balow	Xangars River	
Vogues	German gunboat	—	3	500	Capt. Lieut. Forbini	Xangars River	
Calabria	Italian cruiser	3900	—	—	Capt. Marocco	Salon	
Elba	Italian cruiser	2800	10	7471	Captain Borea Ricci	Shanghai	
Marco Polo	Italian cruiser	2488	29	7000	Captain Presbitero	Shanghai	
Paglia	Italian cruiser	—	—	—	Capt. Fosco	Shanghai	
Adamaster	Portuguese cruiser	1880	14	4000	Captain d'Antas Ribeiro	Macao	
Din	Portuguese gunboat	730	—	—	Captain Coutinho	Macao	
Albatross	U. S. cruiser	3769	28	7500	Capt. Dyer	Cavite	
Annapolis	U. S. gunboat	1000	12	1227	Capt. Roberts	Shanghai	
Bainbridge	U. S. torpedo-boat destroyer	420	7	8000	Lieut. Woodward	Hongkong	
Baltimore	U. S. cruiser	4600	7	8000	Capt. Sargant	Manila	
Barry	U. S. torpedo-boat destroyer	420	7	8000	Lieut. Irwin	Hongkong	
Callao	U. S. gunboat	3213	12	7500	Lieut. Diamant	Hongkong	
Chamway	U. S. torpedo-boat destroyer	420	7	8000	Lieut. E. P. Jessop	Manila	
Cincinnati	U. S. cruiser	420	7	8000	Comdr. Hugo Osterhaas	Wooray	
Dale	U. S. torpedo-boat destroyer	420	7	8000	Lieut. Garnell	Manila	
Despatch	U. S. gunboat	1560	10	1800	Lieut. A. W. Knox	Manila	
Elcano	U. S. gunboat	1332	8	1868	2d Comdr. J. H. Hood	Shanghai	
Helena	U. S. monitor	399	6	3000	Capt. J. B. Sawyer	Manila	
Monadnock	U. S. monitor	408	4	5244	Captain Mahan	Hongkong	
Monterey	U. S. monitor	3437	20	7500	Comdr. J. B. Milne	Cavite	
New Orleans	U. S. battleship	12,000	—	—	Commodore G. B. Harbo	Manila	
Ohio	U. S. gunboat	201	3	250	Captain Logan	Manila	
Pampanga	U. S. gunboat	201	3	250	Ensign J. E. Bass	Cavite	
Paragon	U. S. cruiser	4060	14	7500	Capt. Bennett	Cavite	
Peabody	U. S. cruiser	3213	12	7500	Capt. Swales	Manila	
Raleigh	U. S. cruiser	4068	27	9913	Capt. F. F. Fletcher	Manila	
San Francisco	U. S. cruiser	1000	13	1118	Captain Verr	Manila	
Vicksburg	U. S. cruiser	347	3	500	Commander Marshall	Shanghai	
Villalobos	U. S. gunboat	1397	8	1894	Lieut. H. A. Wiley	Shanghai	
Wilmington	U. S. gunboat	12,000	50	12,600	Commander A. W. Dodd	Hongkong	
	U. S. flagship	—	—	—	Captain Drake	Manila	



## DRINK

THE ONLY GENUINE

TANSAN

J. CLIFFORD WILKINSON

TANSAN

TANSAN

GINGER ALE

Exports Testify That

TANSAN

MARKS THE MOST WHOLESOME &amp; PALATABLE

GINGER ALE

TANSAN

GINGER ALE

A. PRICE &amp; CO.

Wine and Spirit Merchant

9, QUEEN'S ROAD CENTRAL.

POWELL'S

GENTLEMEN'S

OUTFITTERS

28, Queen's Road

(Opposite the Clock Tower).

Elegant

Footwear

MODERATE PRICES.

STYLE,

COMFORT

DURABILITY

GUARANTEED.

POWELL'S

HONGKONG

The

SAVOY,

LIMITED

Muslins,

Longcloth

Picot

EMBROIDERIES

EDGINGS,

INSERTIONS

READINGS.

THE OVERLAND

QUEEN'S ROAD.

THE OVERLAND

GENTLEMEN'S

OUTFITTERS

28, Queen's Road

(Opposite the Clock Tower).

Elegant

Footwear

MODERATE PRICES.

STYLE,

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POWELL'S

HONGKONG

PARIS TOILET CO.

13, QUEEN'S ROAD CENTRAL  
(Under Connaught House).

FIRST-CLASS

Ladies' & Gentlemen's  
Hairdressing Saloons.

EUROPEAN ATTENDANTS.

KING EDWARD HOTEL.

FIRST-CLASS GENTLEMEN'S  
HAIRDRESSING SALOON.

NOW OPEN.

EUROPEAN ATTENDANTS.

T. C. SEPRESS KOLLY,

Proprietor.

Hongkong, September 21, 1906.



A. S. WATSON

&amp; Co., Ltd.

ESTABLISHED A.D. 1841.

WINE &amp; SPIRIT MERCHANTS.

WATSON'S

Celebrated

E BLEND

VERY OLD LIQUEUR.

SCOTCH

WHISKY.

THE FAVOURITE

SCOTCH WHISKY

THROUGHOUT THE EAST

FOR OVER

20 YEARS.

Per Case...\$15.00.

A. S. WATSON &amp; CO.,

LIMITED.

ALEXANDRA

BUILDINGS.

Hongkong, September 4, 1906.

## MEMOS. FOR TO-MORROW.

Auction.

2.30 p.m.—Auction of Miscellaneous

Goods, at Mr. P. Kien's Sales Rooms.

Miscellaneous.

Transfer Books of Double Steamship Co.,

Ltd., close from this date to 29th Sept.,

inclusive.

## General Memoranda.

SUNDAY, September 23—

Goods per Poonah not cleared at 4 p.m.

on this date subject to rent.

MONDAY, September 24—

5.15 p.m.—Meeting of Hongkong Foot-

ball Club, at Hongkong Hotel.

Goods per Oceanic not cleared at this

date at Noon will be subject to rent

and landing charges.

TUESDAY, September 25—

10 a.m.—Auction of Sundry Naval and

Victualling Stores, at H. M. Naval

Yard.

Goods per Delta not cleared at 4 p.m. on

this date subject to rent.

WEDNESDAY, September 26—

11 a.m.—Auction of Wines and Spirits,

at Mr. Geo. P. Lamont's Sales Rooms.

5.30 p.m.—Meeting of Hongkong Cricket

Club at the Pavilion.

THURSDAY, September 27—

11 a.m.—Auction of Household Furni-

ture, &amp;c., at Mr. Brown's residence,

'Cottage,' Barker Road, Peak.

The China Mail

HONGKONG, FRIDAY, SEPTEMBER 21, 1906.

## BISHOP HOARE

Announcement of the body of His Lordship the

Bishop of Victoria has not yet been

recovered there is but slight reason to

hope that he escaped death during the

fatal storm on Tuesday. That His

Lordship should be stricken down when

in the very plenitude of his powers is

an awful example of the disregard that

death has for the position or the powers

or the genius of those for whom the

hour has struck. Yet even in the

darkest hour there is usually some

thought which tends to lighten the grief

of those who have been left bereft.

The sorrowing relatives of Dr. Hoare

have at least the satisfaction of

knowing that he met his death while

in the execution of his duty. No higher

death can any man meet, he heggar

or bishop. At the time of his passing

away the Bishop was actively engaged

in the work which concerns the pre-

sence of Christian ministers in the East.

In the sacred cause of the Christian

religion he laid down his life and he

is entitled to the honorable remem-

brance of posterity as one who gave the

one gift that can never be recalled in the

service of the great institution of which

he was one of the hierarchy. Con-

sequently the bitter grief of the hapless

lady upon whom has fallen this terrible

blow and of the other members of the

Bishop's family should be alleviated by

the consciousness that his death, and

the manner of it, have but rendered more

resplendent in the eyes of all men the

virtues which began a life of love

and labour.

## THE OBSERVATORY.

The public will feel gratified that His

Excellency the Governor has decided

to appoint a committee to inquire into

the responsibility, if any, of the Obser-

vatory for the loss caused by the

typhoon. It is most regrettable, how-

ever, that the scope of the inquiry

should be restricted to the late disaster.

With the utmost respect for the

Governor's opinion we hold that the

inquiry should be in regard to the value

of the Hongkong Observatory as a

meteorological station. Unless the

inquiry is based on this broad ground

its findings will be almost valueless.

As has been pointed out in these

columns for years the master mariners

who habitually traverse the surrounding

seas are almost absolutely dependent

upon the meteorological stations for

their knowledge of the conditions they

are likely to experience. Complaints

have often been made that the data

supplied at Hongkong is neither so

comprehensive nor so reliable as that

obtainable at Manila and Shanghai. It

is also said—and this is clearly a point

that any committee which desired to

comprehensively deal with the matter

at issue should inquire into—that the

relations of the Observatories at Manila

and Shanghai with that at Hongkong

are not harmonious and that this ser-

iously affects the meteorological work at

this station. Obviously it would be

much more important for those engaged

or interested in shipping to know once

for all if this is so than to learn whe-

ther the recent storm could have been

foretold. We require here a meteoro-

logical station as perfectly equipped

and officered as possible. This is de-

manded by our importance among the

shipping centres of the world. Have

we got it? Is there any justification

for the statement that we have a per-

fectly equipped and officered astrono-

mical station and that meteorology is

rather contemptuously relegated to the

second place? These are the questions

that the committee should inquire into,

and it is to be hoped that the working

of the commission or whatever instru-

ment empowers them to hear evidence

will endow them with authority to hear

the evidence of master mariners on the

main point, and not restrict the com-

mittee to what is really a side issue,

though admittedly a very important

one.

## TYPHOON NEWS.

Although we prepared for an abnormal

demand for the OVERLAND CHINA MAIL

containing full reports of the typhoon

disaster we had to refuse further orders at

11 p.m. to-day. We are unable to print

a second edition in time for the "Em-

press" mail which closes on Thursday, and

which will reach London as soon as to-

morrow's mail.

We would be obliged if those who live in

distant parts would send their copies to

No. 5 Wyndham Street before 8 o'clock to

obtain the paper. It would tend to save

possible delay in delivery.

## The Extra supply of

OVERLAND CHINA MAIL,

containing the FULL REPORT of

the TYPHOON having been sold, we

will publish another edition which can

be forwarded by the Express Mail on

THURSDAY to reach London as

early as to-morrow's mail.

Send order at once.

## LOCAL AND COAST NEWS.

It is notified in orders that the annual

camp of the Volunteer Corps will be held

at Stonecutters' Island from October 15th

to the 29th.

The Hon. E. Osborne, we regret to

learn, was injured whilst in attendance

at the Star Ferry Wharf on the day of the

typhoon and is not yet able to attend at

his office. We hope Mr. Osborne will

rapidly recover.

## A New Typhoon.

The United States Consulate General

has received a telegram from Manila

dated at 10 o'clock to-day to the effect

that a new typhoon is in the Pacific and is

east of north Visayas.

The Criminal Sessions.

At the Criminal Sessions a verdict of

not guilty returned in the case of Ip Ma

Ti and Yung Ku On who were charged

with manslaughter of Lam Shun at

Tokawan on August 12, and accused were

discharged. Fan Ming was found guilty

of robbery with violence at Chik Chuk in

the New Territory and sentenced to seven

years' imprisonment with hard labour.

## A SEPT. 17 TYPHOON.

Was this known in Hongkong?

AMOI, September 17.

For some time the air has been filled

with rumours of typhoons and signals have

been flashing from the flag-staff telling

how these ill-omened storms are menacing

in their mad fashion in the regions con-

tiguous to us. There is one just now that

is signalled as blowing to the East of

Formosa.

## TYPHOON RELIEF FUND.

Readers are invited to give what they can

to this fund. A great percentage of

the seamen and women have been

left destitute by the typhoon on Sept. 18.

Can you help?

The following subscriptions have been

received:

CHINA MAIL...\$50.00

P. H. Hayes...10.00

R. Hayes...10.00

Beeley...10.00

Mr and Mrs...20.00

Capt. and Mrs Lyons...20.00

An Indian Sympathiser...25.00

An Italian...10.00

American Consulate-General...50.00

Rev. G. Bore...10.00

State of Wm. Powell Ltd...10.00

G.H. &amp; M.F.P...1.50

M. S. N...5.00

Indian Children...7.50

Total...\$233.50

NOT IF AS RICH AS ROTHCHILDS.

If you had all the wealth of Rothchilds,

you could not buy a better medicine for

bowel complaints than Chamberlain's

Colic, Cholera and Diarrhoea Remedy.

The most eminent physician can not pro-

scribe a better preparation for colic and

diarrhoea, both for children and adults.

The uniform success of this remedy has

shown it to be superior to all others. For

sale by all chemists and druggists.

## THE TYPHOON.

## CLEARING UP THE

## WRECKAGE.

The weather was again dull this morning

and although rain fell at frequent intervals

the conditions were comparatively calm,

the wind having completely dropped.

The shipping community, reassured by

this improvement, was very active through-

out



report having experienced bad weather. The typhoon was encountered about 50 miles south of Gap Rock and while coming through it the French steamer lost a boat and suffered other minor damage.

**THE "WAKAMATSU MARU"** arrived in the harbour to-day from Moji. She reports that as the entrance to Hongkong was nearly closed 100 dead bodies were seen floating.

**DEMAND FOR DOCK SHEDS.** As an item of news it is interesting to note that the most active demand has prevailed for the Hongkong and Whampoa Dock Company's shares since the typhoon. This scrip which has been looked on with little favour by speculators for some time past has advanced \$25 dollars in the last three days. The day's price was \$165 dollars and buyers were numerous.

**THE "CHIP SHING."** Now that the weather is calming down more information comes to hand of the experiences of ships on the harbour during the storm. Most of the boats have been dragged out of position, the Chip Shing (Capt. Weigall) carrying a Douglas being about with her. She collided with the "Fook Sang" in her wandering and later ran into the "Haimun" and "Loongang" and eventually with full steam ahead managed to bring up in front of H.M.S. "Flora." The platoon of the vessel were knocked about a bit but no serious damage was done.

**THE "APENRAKE" WEST AROUND.** At the end of Stonecutter's Island just now the funnel and poop of the steamer "Apenrake" are visible. She encountered the full force of the gale. Just before the heavy weather descended upon the Colony she moved from the dangerous position anchorage to behind Stonecutter's Island. Two anchors were here dropped but the blinding gales drove the ship towards shore but not until the land loomed right up before the ship did she get on board.

She was then towed to the pier and immediately a panic occurred amongst the Chinese passengers. Many of them jumped overboard. Mr. P. Barentzen, of the I. M. Customs, who was on board as a passenger bound for Pakhoi, swam ashore with a line and successfully managed to make it fast, but it was of little avail. Two many Chinese rushed at it at the same time and the line collapsed. About this time the soldiers on the island discovered the stranded vessel and with the assistance of several weather-bound sailors from the "Flora" did excellent work in saving those on the ship. All were eventually got off and the ship was towed to deep water and sank. The captain of the steamer was extremely calm throughout and acted as well as possible in the trying emergency. Mr. Barentzen deserves every credit for his gallantry in jumping overboard with a line.

## THE LEGISLATIVE COUNCIL.

### Messages of Condolence.

#### RELIEF FUND OFFERED.

At the Legislative Council yesterday His Excellency the Governor made the following speech with regard to the typhoon:—

Gentlemen: Hongkong has just suffered from a catastrophe as calamitous—if not more so—as any which has previously befallen the Colony. The loss of life and property, between the hours of nine and eleven on Tuesday morning, are, as far as can be ascertained, greater than those incurred in the great typhoon of 1874. None of us are likely to forget the scenes of that morning. First of all we saw, when the typhoon was at its height, a crowd of helpless shipping drifting to the east before the wind. Then the whole scene was cut out by the blow sheet of rain, and an hour later, the atmosphere being again clear, we saw the junk and small craft had disappeared and that many of the larger ships were grounded or in distress. What had happened to the Chinese boats was evidenced by the appalling scenes of desolation along the Kowloon and the loon shore. I need not, however, dwell on scenes not recount the losses that were witnessed and are known to all of us.

**THE OBSERVATORY.** It has been suggested in the Press that much of the loss of life and property would have been avoided if the Observatory had given earlier notice of the approach of the typhoon, and that earlier notice should have been possible. I do not ground for believing this possibility, but it is due to the public, and also to the Director of the Observatory that an inquiry should be held into it. I have accordingly asked the Commander to detail a senior officer of the Royal Navy to preside over a small committee of which I propose that the other members should consist of a master mariner, to be nominated by the Chamber of Commerce, and of the manager of the Eastern Extension Telegraph Company, if he will be good enough to serve.

**RELIEF FUND.** A bright feature in the gloomy picture of this great calamity has been many acts of heroism and of duty performed in saving life by civilians, police and sailors. I shall cause an inquiry to be made into these acts that they may be duly recorded and recognized. The Harbour Department, which was fortunate in keeping all its vessels, has done, I am sure, the utmost with them, and will continue the work of clearing the harbour of debris as rapidly as possible. The Tung Wah Hospital has its launches out saving lives as long as it could be hoped that there were any left to be saved, and has afforded and is affording shelter to the many Chinese left destitute by the loss of their floating habitations. The Commodore really met my request to send out all craft that were left to him and were not themselves damaged to pick up any persons that might be found clinging to wreckage about the harbour. Unfortunately the new typhoon, signalled about six o'clock last night, brought an end to the period during which it could be hoped to save such persons. Two torpedo boat destroyers that were out on this duty last night were, I am glad to say, able to reach the harbour this morning.

**AMERICAN ASSISTANCE.** The Commander of the United States vessel "Calliope" volunteered to co-operate with our own Naval Authorities, and his offer was gladly accepted. The Military Authorities kindly let me have 150 men yesterday to clear wreckage which it was thought might cover bodies, and my hon. and gallant friend on my right (Col. Darling) has been good enough to promise me other working parties to clear wreckage at present so blocked as to prevent the business of loading and unloading ships proceeding.

**RELIEF FUND.** We have now to consider what steps should be taken to effect relief to the large number of Chinese who have lost their homes and properties. The majority have, unfortunately, also lost their lives, and so are beyond relief. The Chinese charitable institutions are, I understand, looking after the immediate needs of those who are left

destitute. But some more permanent assistance is required, and for this I propose that a public subscription should be started. I consulted yesterday morning the directors of the Tung Wah Hospital, the Yee Leung Kok and the District Watchmen's Committee in this matter, and they agreed to start at once raising a charitable fund. They agreed also that Dr. Ho Kai, Mr. Wei Yac, Mr. Fung Wa Chun, Mr. Lau Chu Pak and Mr. Fung Oh Ngong (Chairman of the Tung Wah Hospital) should represent them on a general committee, which I propose to appoint also Sir Paul Chater, Mr. E. A. Hewitt, Mr. W. J. Gresson, Capt. Barnes-Lawrence, the Registrar-General and Mr. H. E. R. Hunter, if they will kindly consent to serve. I will ask Mr. Hunter to act also as treasurer to the committee and to receive a donation of \$300 from myself and \$150 from the Colonial Secretary. I propose that this Council should vote to the fund a sum equal to that obtained from private subscriptions. (Applause.) As regards further assistance from the Government, I should like the committee to consider whether any scheme by which the Government would lend money on security, but without interest, for the building of native craft which would be helpful to junk-owners and not unduly onerous on the Government could be devised. They must bear in mind that the Government's losses have been heavy, and it would be ineffectual for the Government to grant money with one hand and take it away by additional taxation with the other. In many cases, loss of life all the way can give rise, from the nature of the case, our sympathy. The Colony will, I am sure, grieve that a French torpedo-boat destroyer should have been lost while enjoying the hospitality of our Colony, and that this loss should have been accompanied by that of five brave sailors. I took it upon myself to express sympathy to Admiral Richard, the French Commander-in-Chief in the Far East, and have received a telegram in reply saying how deeply this expression had touched the whole French Far Eastern Fleet.

**BISHOP'S MESSAGE.** The Council will forgive me if I now refer for a moment to a personal as well as a public loss. I fear that there are no grounds for hope that we shall ever again see Bishop Hare. He was a man we all respected, and those among us who knew him as a loved him well. I am sure that the Council and the public sympathize deeply with his bereaved wife and children.

**MESSAGE BY TELETYPE.** The Colony is at this time receiving sympathy which it will value. Sir Henry Blake has telegraphed from Kandy:— "I desire to express deep sympathy with the people of Hongkong in the serious calamity repeating the disaster of 1900." The Governor of Macao has telegraphed:— "Je prie votre Excellence vouloir bien accepter l'expression de notre sympathie et de nos condoléances par la catastrophe a-tuée Hongkong." The Secretary of State has telegraphed:— "Your telegram of 18th September received with great regret. I especially deplore the great loss of life which the storm has caused. I shall be glad to learn further particulars and full details by post of the measures taken for the relief of sufferers. I would wish you to express on behalf of His Majesty's Government their sympathy with the community of Hongkong at this great disaster."

Lord Elgin has also sent the following message, which I shall ask you to receive:— "I am commanded by His Majesty the King to express the deep regret with which His Majesty has learned of the great calamity which has befallen the Colony of Hongkong. His Majesty grieved to read of the immense loss of life among the Chinese population which your telegram reports. I am to convey through you an expression of His Majesty's sympathy with the immediate sufferers and with the whole community. I propose that the King's message should be placed in the town in English and Chinese, and I ask you to approve of the following replies which I suggest should be sent in reply to the telegrams I have read to you:—

To Sir Henry Blake I propose to telegraph:— "The Legislative Council on behalf of the people of Hongkong express their gratitude for your sympathetic message." To the Governor of Macao I propose to telegraph:— "La Colonie exprime par le Conseil Législatif votre remerciement cordial pour votre dépêche si sympathique." To the Secretary of State I propose to telegraph:— "Legislative Council of Hongkong express their heartfelt thanks for the sympathy of His Majesty's Government on the disastrous effects of the storm of September 18th. The Council, Chinese and English, and the people of Hongkong and residents will do what is in their power to relieve the distressed."

In reply to His Majesty's message I propose to say:— "Please convey to His Majesty the King this humble expression of the great appreciation of the Colony of Hongkong, represented by its Legislative Council, for His Most Gracious Majesty's sympathy for the catastrophe which has befallen the Colony, and inform His Majesty that his people here respond with feelings of deepest loyalty to his loving care of them in their distress." (Applause.) In conclusion, I would say that I am confident that the Colony will bear the trial that has come to it with that characteristic which was looked upon by the ancient Romans as the highest of virtues, and is certainly an attribute of every great people, including both the British and Chinese. Hongkong has been the equal mind. Hongkong has been a setback, but this will, I feel sure, call forth additional energy and earnestness of purpose, so that it will not be long before it will have retrieved its losses and advanced further than ever toward its great commercial and civilizing ends. (Applause.)

Hon. Dr. Ho Kai said:—Sir, I am sure members of the Council have listened with great interest to the various messages and telegrams sent to us condoling with us in our calamity, notably the gracious message of His Most Gracious Majesty the King, and also those from the Secretary of State, the Governor of Macao and Sir Henry Blake. We all deeply deplore the sad catastrophe, and I am sure, as your Excellency has just mentioned, that the community will bear its losses of life and property with a resolute equanimity. At the same time it is well that those who are not able to help themselves and those who have suffered should have help from those able to afford it, and I am pleased indeed, Sir, that you have already appointed a relief committee which will at once take measures to dispense charity to those who have suffered. I am sure the members of that committee will work with all their might for the relief of the sufferers, and anything which the Government can do in the way of assisting will, I am sure, be appreciated by the whole of the Chinese community, which I have the honour to represent. Members of the Council must also join with your Excellency in expressing deepest sympathy with Mrs. Hare in her great loss. The Bishop was a man very much respected by all who

knew him and beloved by all who have been privileged to make his acquaintance or claim his friendship. To all those who have suffered losses, especially losses of relations and friends, we extend our sympathy, and I hope that in a very short time, when the committee gets to work, we shall be able to relieve many in distress.

Hon. Mr. Hewitt said:—Sir, after the remarks made by the superior official member very little remains for me to say; but I think, representing the section of the community I have the honour to represent in this Chamber, it is only fitting I should refer to some of the points in your Excellency's remarks. The loss to the Colony is, we all know, unfortunately very great, and the loss of life is terrible; but I feel confident that already the Colony is beginning to pull itself together, and that it will not be long before we get the whole of our business in the train of progress and that Hongkong will go on as if comparatively unscathed there had been no such check. Your Excellency has referred to the question of appointing a committee to deal with the point raised very generally among the public as to whether earlier notice might have been given of the approaching storm by the Observatory and consequently a mitigation brought about of the great disaster which has befallen us. Holding the position I have the honour to do, I have made inquiries from certain experts competent to form an opinion, and feel quite confident that the finding of the commission will be that it will exonerate the Director and staff of the Observatory. I trust sincerely that this will be so, and I am sure that it will, with regard to the relief fund, I am sure your Excellency's proposal will meet with the most cordial support of the whole community. The committee will no doubt get to work at the earliest possible moment, for we all know that on occasion of this sort there is only one axiom to work upon and that is:—

"Hurry, hurry, hurry, hurry, hurry."

Your Excellency referred to the possibility of advances being made under certain conditions to former registered owners of cargo boats to enable them to recover themselves. The proposal is a sound one, and will receive the earnest consideration of the committee. It should result in great good to the native shipping population who have suffered so terribly in this disaster. Another point to which I must refer, and I feel justified in doing so, is the sympathetic remarks made by your Excellency with regard to the loss of Bishop Hare. I feel confident that I am well qualified to say in the name of the Colony to endorse the remarks of your Excellency and the senior unofficial member. I have had the honour of his friendship for nearly thirty years, and I am sure the community will endorse me when I say that he was an upright and God-fearing man, and that his death is a great loss to the Colony. I am sure we are all deeply indebted to your Excellency for the prompt manner in which you deal with the disaster, and the steps you have taken to endeavor to mitigate the misfortunes of those who have suffered.

The following message has been received:— Viscount Hayashi through Mr. Kumabe, Imperial Japanese Consul, "Convey to Sir Matthew Nathan expression of very sincere and profound sympathy at the terrible catastrophe which visited Hongkong." The Governor has asked Mr. Kamabe to convey to Viscount Hayashi his sense of thanks for his very kind message, and sympathy which will be very much appreciated by the Colony of Hongkong.

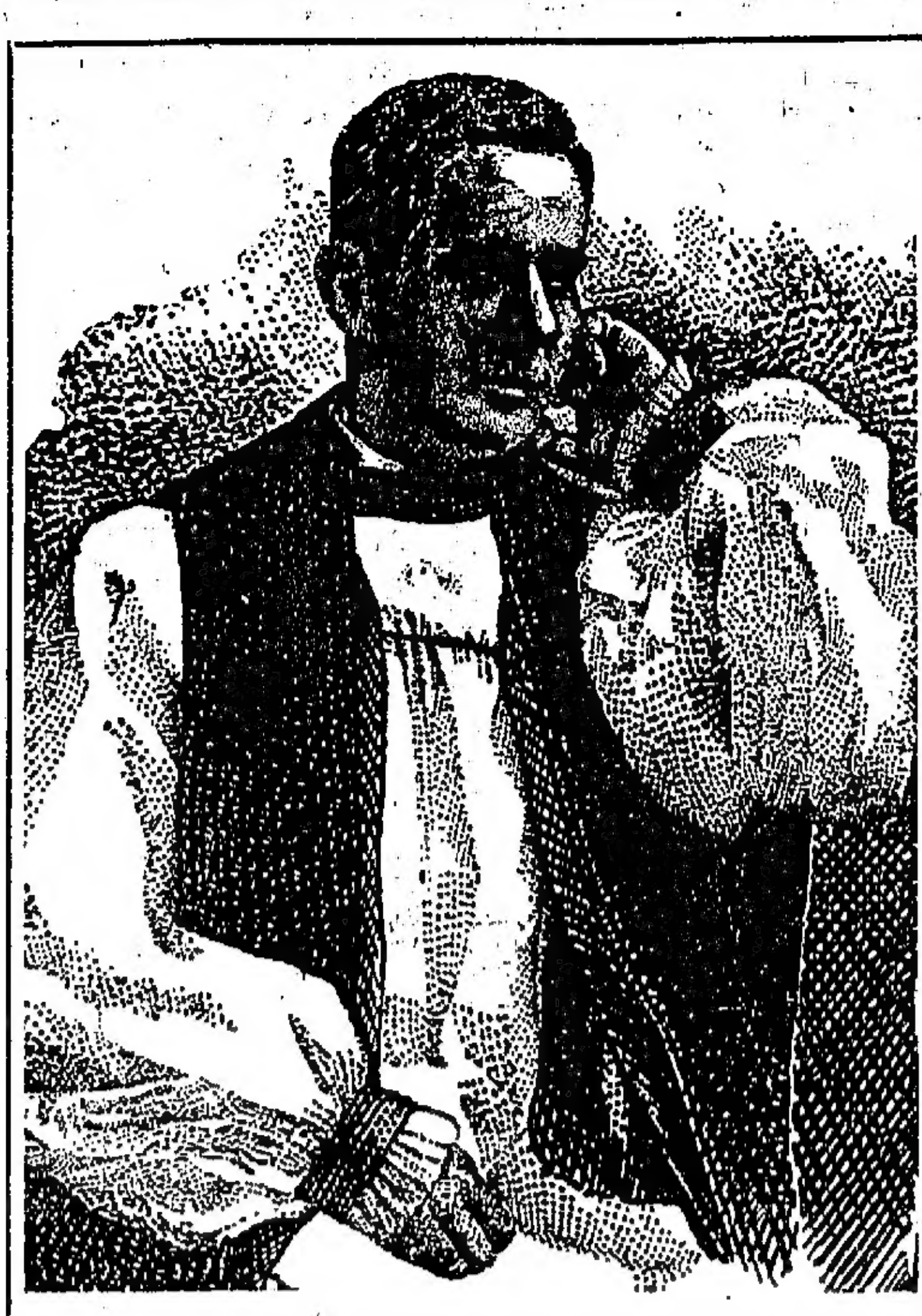
**The Typhoon a Nemesis.** An intelligent Chinese gentleman came to the writer this morning with the following question:—"Do you really think that the typhoon has been sent to the people of Hongkong by the gods because for some time more and more we have been indifferent in our duty of worshipping them, and have been listening to the words, and following the ways of 'Christianity'?" Such was the question, and it would appear from his face as if he were not quite sure of his grounds, and half believed that others had been saying. At any rate this is what is being said by a section of the community, apparently the feudal past and the old superstitions are still in doubt. It gives a glimpse into the working of the native mind, and leads us to see that the Chinese are thinking, and how in their own way they are comparing things which were with things that are, and at the same time, half doubtful in view of what has happened, whether they have been wise or not. Such was the question, and it would appear from his face as if he were not quite sure of his grounds, and half believed that others had been saying. At any rate this is what is being said by a section of the community, apparently the feudal past and the old superstitions are still in doubt. It gives a glimpse into the working of the native mind, and leads us to see that the Chinese are thinking, and how in their own way they are comparing things which were with things that are, and at the same time, half doubtful in view of what has happened, whether they have been wise or not.

**WEATHER REPORT.** The following notice is issued by Mr. Fize of the Hongkong Observatory:— On the 20th at 3 p.m., Signal lowered. On the 21st at 12.30 p.m.—The barometer has risen to 30.1 inches. Rain, and fallen over S. Japan and the Philippines. The typhoon probably reached the coast last night in the neighbourhood of Hainan. This morning there are indications of new depression to the S.E. of Luzon. Pressure is highest over E. Japan. Forecast for the week over the China Coast except in the West:—

1.—Hongkong and Neighbourhood: E. winds, moderate to fair. 2.—Formosa Channel: N.E. winds, moderate. 3.—South coast of China between Hongkong and Lamook: S.W. winds, No. 1. 4.—South coast of China between Hongkong and Hainan: S.E. and E. winds, decreasing.

**CHAMBERLAIN'S PAIN BALM.** This liniment should occupy a prominent place in every home. It is not equal for the prompt cure of cuts, burns, bruises and sprains. For sale by all chemists and druggists.

## THE LATE RT. REV. JOSEPH CHARLES HOARE, D.D.



### THE BISHOP'S LAST CRUISE.

In reproducing the latest photograph of His Lordship the Bishop of Victoria whose sad and sudden death has been one of the most painful and tragic incidents in connection with the disaster in which the Colony was involved on the 18th instant, we do so with feelings of deep regret.

The whole community has been in a state of keen anxiety ever since the report of the wrecking of the houseboat "Pioneer" came to hand last the Bishop, who was on board, should have been driven ashore on some out of the way place, but from the facts that are to hand we think we are right in assuming that His Lordship never reached land alive.

We have examined Kwong Tai, the head boat boy of the "Pioneer," and from what he says there does not seem to be a gleam of hope regarding the Bishop's safety. Early on the morning of the fateful day the "Pioneer" was anchored at Sunching, and the Bishop expressed to Kwong Tai a wish to set out for Hongkong.

The day regarded the weather as threatening and told His Lordship that "typhoon make come."

His Lordship looked at the sky and said "Perhaps," but again asked if they could not set out. As is the case with all boat boys when brought face to face with necessity for a definite expression of opinion Kwong Tai remarked in the usual style "long your pigkin if you like"—meaning that if His Lordship commanded that sail should be set they would go.

His Lordship again studied the clouds and sea for a few minutes and said "I want to go to Hongkong," and the boys hoisted sail and at 6.30 the boat set out.

After half an hour there were signs of trouble, the wind increased in strength and the sea began to rise.

The Bishop remarked the change in the weather and asked the boy if there was a possibility of getting to shelter.

Here Kwong Tai was again reluctant to express an opinion and said that they might. Very few minutes had gone by, however, before the boy felt that they would be lucky if they could keep the boat afloat.

His Lordship, who was becoming increasingly anxious as to the chance of escaping, again asked the boy if he thought he could manage the boat and the boy announced that he thought the boat would go down. The sea was very big and the wind rising every minute.

Shortly after seven o'clock Kwong Tai lowered the mainsail and stowed it in the cabin, and the boat was then proceeding under the jib. This sail did not last long but tore away in a very short time. The No. 2 yacht boy and some of the students went forward to try and make it fast, whilst the Bishop and Kwong Tai held on to the tiller and tried to keep the boat's head to the wind. This was impossible.

The jib became unmanageable and was blown to shreds and the boat got completely out of hand. She rolled about first on the crest of waves then in the troughs, and seas broke completely over her. That doom was near at hand was obvious.

The Bishop said nothing but grimly held on and hoped that the storm would abate. The students—there were four of them—were almost panic-stricken and clung together in the forward part of the boat. The heavy spindrift and pouring rain blotted everything from sight and though it has been reported that the boat had been sighted by launches those on the "Pioneer" saw nothing of any other craft. They were, so far as they were concerned, alone on the water.

When it became absolutely certain that the boat would go over Kwong Tai stripped off his clothes and urged the others to do so. The Bishop was then on the starboard side of the boat, the port being down in the water, and in response to the urgings of the boy he took off his coat. He had no boots or socks on and was making preparations to swim when a heavy sea bowlled over the "Pioneer" over.

Just before this happened the Bishop prayed and the yacht boys crouched down and worshipped their joss.

The next moment all were in the water. The Bishop was seen clinging to the mizen mast of the boat whilst several of the students were clinging to the main mast. The cabin top coming adrift the two boat boys clung to it and rapidly drifted from the hull of the "Pioneer" which had turned turtle. Then it was a struggle for life for three hours. With every wave the cabin top would turn over and shake the desperate boys loose. They would swim up to it again and would just be able to get breath when over it would roll again. Several times Kwong Tai says, they gave up hopes of ever reaching land, but they were rapidly drifting towards Capisium and so struggled on. Ultimately, as we have already recorded, they got ashore and walked to Lanchow, where they got on board the Standard Oil Company's launch and came to Hongkong.

Altogether there were on the "Pioneer" eight persons, the Bishop, four students, two boat boys and one cook. His Lordship the Bishop was born at Ramsgate on Nov. 15, 1851, being the fourth son of the Rev. E. Hoare, Hon. Canon of Canterbury. He was married twice, his first wife being the daughter of Canon Pitterson, and his second Miss Ellen T. Gough, the second marriage taking place in 1886. His Lordship was educated at Tonbridge School, and Trinity College, Cambridge. He was curate of Holy Trinity Church, Tunbridge Wells in 1874-5 and Principal of the Ningpo Training College from 1876 to 1878, when he came to Hongkong. His Lordship wrote several theological books and commentaries in Chinese.

Up to this afternoon no tidings of the Bishop's body had been received, and it is to be hoped that a systematic search of the coast line from Capisium to Pirate Bay—where the "Pioneer" was found—will be shortly made. One launch with a number of volunteers on board could proceed and drop parties at several spots and they could thus quickly cover the ground. It will be necessary to examine every inch of ground, for whilst there are several small beaches there are miles of rocky coast where a body might be thrown up and never seen from the water. Failing any discovery on the mainland the small islands in the vicinity ought in turn to be visited. Each party could be armed with a gun and a shot fired if the body of His Lordship were found, thus saving exertion on the part of those searching elsewhere.

### NEW STEAMSHIP LINE.

#### For the East.

A new British line of thirteen steamers has been formed to compete for the traffic between Hamburg and the Far East. The first sailing will be on the 20th October.

Sailings will include Siam, Indo-China, Manila, Java, China, Japan, Dalny, and eventually Port Arthur, Vladivostok, Madagascari, Réunion, and Mauritius.

### THE "SAINAN" PIRACY CASE.

#### Important Capture Made.

Though seven men have paid the penalty of their lives for complicity in this piracy case, and though others have been arrested, and will perhaps be proved guilty, the authorities are still busy, and have been rewarded, it is reported in the native press, with another very important capture.

It is said that there are four or five societies which have mutual communications with each other, and though they live in different places they act together, and so manage to cover a wide area of district. Some of these gangs number but very few, but others are composed of several tens. The head of them all is a man named Ko Lu, one of the counties at the North West of Canton. When the piracy was perpetrated on the "Sainan" though he was not present, he was implicated in the arrangements, and immediately took flight with his wife and children and hid himself in the crowded district of Kong-moon, at a place called the "Shrine of the Four Holy Ones." But his place of hiding was suspected by some who had some notion of his movements, and of his complicity in the piracy. Moreover his face was striking for it was sadly disfigured by sword scars, and could hardly be mistaken by those who knew him. The Ko Lu and the San Yu magistrates combined together and offered three thousand dollars to any who would capture the renowned robber. The prospect of so large a reward roused the police to almost superhuman exertions, and these exertions have been rewarded. Two colonels with their men, having got an inkling of the whereabouts of the hiding spot of the robber, surrounded the place, and effected a capture. He was immediately pinioned and sent direct to Canton. Communication was at once opened with the Viceroy, and he has ordered that the prisoner be handed over to the Kwang-Chow Hui where he will be retained till his trial, which will be held almost at once. It seems, if these reports are correct, and there is no reason to doubt their substantial correctness, that an important capture has been effected, and that the execution of this Chief will tend to cripple the hands of robbers who have committed their depredations under his direction and have carried out plans which his brain has conceived.

## BY TELEGRAPH.

### GERMANY AND TANGIER.

#### A SPECIAL MISSION.

(Exclusive Service, supplied by Reuter, via Bombay.)

LONDON, September 20.

A Special German Mission will leave for Tangier on Saturday.

### THE CUBAN STRIFE.

#### Mr. TAFT AT HAVANA.

LONDON, September 19.

Secretary Taft and Mr. Bacon have arrived at Havana and have visited President Palma.

The result of the interview is unknown.

### RUSSIA.

#### FINNISH DIET CLOSED.

LONDON, September 19.

The Finnish Diet has been closed.

At the closing ceremony the Governor of Finland read a letter from the Czar promising reforms which would allay the discontent of the workers.

The letter further stated that the Czar hoped the Government and the citizens would co-operate under the new regime of popular franchise.

### Plea For Co-operation.

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### FOREST FIRE IN FRANCE.

LONDON, September 19.

A great forest near Cannes is on fire. Already upwards of forty thousand acres have been burned.

Troops are endeavouring to limit the fire which is fanned by a high wind.

### WEISMANN, LIMITED.

PURVEYORS TO HIS EXCELLENCY THE GOVERNOR OF HONGKONG.

BAKERS AND CONFECTIONERS.

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Hongkong, May 26, 1906.

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HISTORY OF THE CHURCHES OF INDIA, BURMA, Siam, THE MALAY PENINSULA, CEYLON, AFRICA, THIBET, JORDAN AND JAPAN.

Entrusted to the Society of the 'MISSION PUBLISHERS.'

Translated by EDWARD HERBERT PARKER and

(Reprinted from THE CHINA REVIEW.)

PRICE 50 CENTS.

### THE "MONGOLIA."

#### A Salvage Steamer OZ.

LONDON, September 19.

The underwriters of the "Mongolia" have decided to despatch a Danish salvage steamer to the scene of the wreck.

The steamer will take a fortnight to arrive.

### DISTURBANCES IN MOROCCO.

LONDON, September 19.

Serious disturbances have occurred at Casablanca, where the followers of Maclain, a fanatical seceder from Islam, have looted the French shops and endeavoured to raise an anti-Christian movement. Similar disturbances have taken place in the neighbourhood of Tangier. The French press urges the immediate establishment of the Franco-Spanish police force.

### THE GARTER.

LONDON, September 19.

H. R. H. The Duke of Connaught has arrived at Karlsruhe where he invested the Grand Duke of Baden with the Order of the Garter.

### INFANT MORTALITY.

(THE attention of the Town Council at Johannesburg, Transvaal, was last year directed to the fact that out of eighty-four infants, who died in December, forty-four of them had died of dysentery. An investigation with a view of tracing the source of the disease was authorized. Under the best of conditions attacks of dysentery are very prevalent among children in warm weather, but in a large majority of cases the lives of the little ones can be saved by the use of Chamberlain's Colic, Cholera and Diarrhoea Remedy. This remedy always brings prompt relief, and has never been known to fail. For sale by all chemists and druggists.)

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IN THE

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PUBLISHED

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"CHINA MAIL" OFFICE,

5, WYNDHAM STREET.

Please send me \_\_\_\_\_ Cop \_\_\_\_\_ of the "New Weekly" of 22nd inst.

(Signed) \_\_\_\_\_

(Address) \_\_\_\_\_

To be posted to:—

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Steamers to	Leave	Connecting Steamers from	Due at	Due at
Colombo	Hongkong	Marseilles & London	Marseilles (Brindisi)	London
DEVANHA .....	Sept. 22	CHINA .....	Oct. 21	Oct. 28
DEVIKA .....	Oct. 6	INDIA .....	Nov. 3	Nov. 10
DELHI .....	Oct. 20	MONGOLIA .....	Nov. 17	Nov. 24
SIMLA .....	Nov. 3	BRITANNIA .....	Dec. 1	Dec. 8
DELTA .....	Nov. 17	MOLTA .....	Dec. 15	Dec. 22
MALTA .....	Dec. 1	HIMALAYA .....	1907	1907
DEVANHA .....	Dec. 15	MOLDAVIA .....	Jan. 5	Jan. 12
DELHI .....	Dec. 29	VICTORIA .....	Jan. 19	Jan. 26
ARCADIA .....	Jan. 12, 1907	CHINA .....	Feb. 9	Feb. 16

\* The "Oceana" proceeds through, and takes passengers for Marseilles and London without transshipment. Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said. Accommodation in the connecting steamer from Colombo is arranged in H.M.S. at time of booking.

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WILL LEAVE FOR

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Steamers	Leave	Due at
Manila	Hongkong	London
MANILA .....	Oct. 8	Dec. 10
NILE .....	Oct. 22	Dec. 24
CEYLON .....	Nov. 5	Jan. 7
SUM-TRA .....	Nov. 19	Jan. 21
NAMUR .....	Dec. 3	Feb. 5
NUBIA .....	Dec. 17	Feb. 19
ROBBER .....	Dec. 31	Feb. 23

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Steamer	Destination	To Sail
BRISGAVIA .....	SHANGHAI, KOBE & YOKOHAMA.	28th Sept.
HARSBURG .....	SHANGHAI, YOKOHAMA & KOBE.	29th Sept.
SEGOTIA .....	YOKOHAMA & KOBE.	Beginning of Oct.
SITHONIA .....	SHANGHAI, KOBE & YOKOHAMA.	14th Oct.
C. FRED. LAEISZ .....	SHANGHAI, YOKOHAMA & KOBE.	28th Oct.
ANDALUSIA .....	SHANGHAI, KOBE & YOKOHAMA.	13th Nov.
AMERICA .....	SHANGHAI, YOKOHAMA & KOBE.	27th Nov.

(Taking Cargo at through rates to ANTWERP, ROTTERDAM, COPENHAGEN, LONDON, GLOUCESTER, GLASGOW, TRINITY, OGDON, PORTS in the L. VANTY: BLACK SEA and Baltic Ports: NORTH and SOUTH AMERICAN PORTS, also via ADEN or PORT SAID by the "ARABIC PERSIAN SERVICE" to ARABIAN and PERSIAN GULF PORTS.)

Steamers	Destination	To Sail
LIBERIA .....	FUMIE & TRIESTE, via Singapore, Penang & Colombo.	28th Sept.
SENEGAMBIA .....	HAVRE, ANTWERP & HAMBURG, via Singapore, Penang & Colombo.	10th Oct.
SUEVIA .....	HAVRE, BREMEN & HAMBURG, via Singapore, Penang & Colombo.	18th Oct.
HARSBURG .....	NAPLES, HAVRE & HAMBURG, via Singapore, Penang & Colombo.	2nd Nov.
BRISGAVIA .....	HAVRE & HAMBURG, via Singapore, Penang & Colombo.	16th Nov.
SITHONIA .....	HAVRE & HAMBURG, via Singapore, Penang & Colombo.	30th Nov.
RHENANIA .....	NAPLES, HAVRE & HAMBURG, via Singapore, Penang & Colombo.	14th Dec.

\* Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloon and cabins amply lighted throughout by electricity, duly qualified Doctor and Stewardess on board. Laundry on board.

Taking through cargo to Fiume, Venice, etc. The ship will have a quick despatch at Singapore and Colombo.

COAST SERVICE.

Steamer	Destination	To Sail
DAPHNE .....	NAGASAKI AND VLADIVOSTOK.	Beginning of October.
* KOWLOON .....	SHANGHAI AND CHINKIANG.	Freight & Passengers.
* LYDIA .....	SHANGHAI AND CHINKIANG.	Freight & Passengers.

\* Taking Cargo at through Rates to Tientsin and Chienlo, For Freight and Passage, apply to

For Steamers of the Coast Service marked \* to HAMBURG AMERIKA-LINIE SIEMSEN & CO. HONGKONG OFFICE. 318

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

THE Co.'s S.S.	For	Leaving
JOSHIN MARU, Capt. A. OHTA.	TAMSAI, VIA SWATOW AND AMOI.	SUNDAY, Sept. 23, at 10 a.m.

These Steamers have excellent Accommodation for First and Second-class Passengers, and are fitted throughout with Electric Light. First-class Saloon Amidships. Unrivalled Table.

\* Taking Cargo on through Bills of Lading to all Yangtze & Northern China Ports. For Freight, Passage and further information, apply at the Co.'s local Branch Office, at 2500th Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

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STEAMERS WILL ALSO CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LOGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES	1906
PRINZ HEINRICH .....	WEDNESDAY, 28th	Sept.
ONISENAU .....	WEDNESDAY, 10th	Oct.
PRINZ LUDWIG .....	WEDNESDAY, 24th	Oct.
PRINZESS ALICE .....	WEDNESDAY, 7th	Nov.
IRON .....	WEDNESDAY, 21st	Nov.
BUELOW .....	WEDNESDAY, 5th	Dec.
PRINZ REGENT LUITPOLD .....	WEDNESDAY, 19th	Dec.
PRINZ RITEL FRIEDRICH .....	WEDNESDAY, 2nd	1907
SEYDLITZ .....	WEDNESDAY, 16th	Jan.

ON WEDNESDAY, the 28th day of September, 1906, at Noon, the Steamship PRINZ HEINRICH, Captain Gnosch, with MAIL, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA. Shipping Orders will be granted till Noon, on Monday, the 24th September, Cargo and Specie will be received on board until 5 p.m. on Tuesday, the 25th September, and Passengers will be received at the Agency's Office until Noon, on Tuesday, the 25th September.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG	1st Class	2nd Class	3rd Class
To Naples, Genoa and Gibraltar .....	\$61.0.0.	\$42.0.0.	\$22.0.0.
Return .....	91.0.0.	63.0.0.	35.0.0.
To Southampton, London, Bremen and Hamburg .....	65.0.0.	44.0.0.	24.0.0.
Return .....	97.0.0.	66.0.0.	36.0.0.
To New York, via Suez, via Naples, Genoa or Gibraltar .....	84.0.0.	44.0.0.	26.0.0.
Return .....	115.0.0.	79.0.0.	47.0.0.
via Bremen or Southampton .....	83.0.0.	46.0.0.	27.0.0.
Return .....	125.0.0.	83.0.0.	49.0.0.

\* In the event of the passenger leaving the Mail Steamer at Naples, Genoa, or Gibraltar and travelling to Bremen or Southampton overland, the same rates to be applied as via Naples, Genoa or Gibraltar, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA.

Passengers have the option of using a Steamer of the British India S. N. Co., from Singapore to Calcutta instead of an Imperial Mail Steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

INTERRUPTION OF THE VOYAGE IN EGYPT

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria, to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOF, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

STEAMERS	SAILING DATES	1906
PRINZ SIGISMUND .....	TUESDAY, 16th Oct.	1906
WILHELM .....	TUESDAY, 18th Nov.	"
PRINZ WALDEMAR .....	TUESDAY, 18th	"

ON TUESDAY, the 18th day of September, at Noon, the Steamship PRINZ WALDEMAR, Captain WAREHAM, with MAIL, Passengers, and Cargo, will leave this Port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG	1st Class	2nd Class	3rd Class
To MANILA .....	\$30.0.0.	\$20.0.0.	\$10.0.0.
To NEW GUINEA .....	\$30.0.0.	\$20.0.0.	\$10.0.0.
To BRISBANE .....	\$30.0.0.	\$20.0.0.	\$10.0.0.
To SYDNEY .....	\$30.0.0.	\$20.0.0.	\$10.0.0.
To MELBOURNE .....	\$30.0.0.	\$20.0.0.	\$10.0.0.
To YOKOHAMA .....	\$30.0.0.	\$20.0.0.	\$10.0.0.
To KOBÉ .....	\$30.0.0.	\$20.0.0.	\$10.0.0.
To YOKOHAMA & back from KOBÉ to HONGKONG .....	\$140.0.0.	\$100.0.0.	\$60.0.0.

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG

To Europe via Australia and Colombo by Imperial Mail Steamer .....

To Europe via Australia and America .....

(from Australia to New York via Vancouver by the C. P. R. Co.'s steamers and from New York to Europe by the Magnificent Express Steamers of the Norddeutscher Lloyd.)

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

For	Steamers	About	1906
YOKOHAMA & KOBE .....	PRINZ LUDWIG .....	WEDNESDAY, Sept. 26.	
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA .....	PRINZ SIGISMUND .....	WEDNESDAY, Sept. 26.	
Do .....	PRINZESS ALICE .....	WEDNESDAY, Oct. 10.	

\* Reaching Yokohama in less than 6 Days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

via Vancouver or San Francisco to NEW YORK by the C. P. R. Co.'s steamers, P. M. S. S. Co., O. & O. S. S. Co., T. K. R. Co. and from NEW YORK to EUROPE by the Magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:—

to	1st Class
London via Plymouth or Southampton .....	\$82.0.0.
to Bremen .....	63.10.0.
to Paris via Cherbourg .....	65.0.0.
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BY WHARF AND WAVE.

From the trade and navigation returns recently published it appears that during the past seven months England has exported two warships, of 18,533 tons displacement, valued at £2,800,000; 229 steamers, of 218,350 tons gross, valued at £3,483,101; 21 sailing-ships, of 1,858 tons gross, valued at £28,327, and 368 boats, of 5,681 tons, and valued at £25,875. The total value of the new ships exported in the seven months amounts to £3,380,333, compared with £2,381,450 in the corresponding period of last year, and £2,665,623 in 1904.

The docking of the battleship "Hibernia" in one of the new docks on August 10 marked the completion and inauguration of Keyham Dockyard extension at Devonport, executed under the Naval Works Act of 1895. Covering an area of 12 acres, the works, which have been 10 years under construction, comprise a tidal basin, a closed basin, and three dry docks. The open basin is 10 acres in area, with a depth of 65 feet, and 2,100 feet of quay, while the closed basin has an area of 3½ acres and 4,500 feet quayage. The dry docks are among the largest in the world, and can accommodate the biggest ships afloat. The closed basin has an entrance lock which can also be used as a dock. Two of the docks are fitted with caissons, by means of which they can be divided into smaller docks. Part of the site was under water when the work was commenced, some 80 acres being covered with mud, varying in depth from 30 feet to 100 feet. These works make Devonport Dockyard in point of equipment the largest and best in the world. They have been executed by Sir John Jackson at a cost of between £5,000,000 and £6,000,000 sterling.

The Disabled Segovia.

The disabled Hamburg Amerika steamer "Segovia," was lying at No. 1 Section at Tanjong Pagar on September 9. As previously reported the steamer was about 20 miles away from Singapore, in the vicinity of the Hornburg Light, when she broke down. The tail shaft of the "Segovia" broke and the stern tube got rather badly damaged. The cable was dropped and showed 90 fathoms of water, and for several hours the "Segovia" drifted before she could anchor for the night. The weather was calm and the water smooth and there was no danger. The following morning (Saturday) the German steamer "Bangkok" went out to tow the crippled boat into port. The task did not prove a particularly easy one. At 6.15 a.m. the smaller vessel had only commenced to get the "Segovia" on the move, when heavy weather set in and the strain on the rope was very considerable. In an hour or two, however, the sea quieted and the "Segovia" was brought safely into port about 12 o'clock. Tanjong Pagar tugboats took her up to the berth.

The damaged German steamer carries a spare tail shaft, but she will probably have to remain in dock for about three weeks, until the repairing work is completed and she able to resume her interrupted journey to the north. She has on board a general cargo of 6,000 tons, and half of this will have to be discharged. The "Segovia's" two passengers were taken on to Singapore on September 7 by the s.s. "Amherst."

Shipping.

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.

STEAM FOR	SAILING DATES	1906
SAIGON, SINGAPORE, RATA, VIA COLOMBO, AUSTRALIA, ADEN, EGYPT, MAL, SEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.		

THE Steamship SALAZAR.

Captain ALLAN will be despatched for MARSEILLES on TUESDAY, the 2nd October, 1906, at 1 p.m.

Passage Tickets and through Bills of Lading issued for above ports, and for Australia with prompt transshipment at Colombo.

Cargo also booked for principal places in Europe.

Next Sailings will be as follows:—

S.S.	SAILING DATES	1906
S.S. OCEANUS .....	Oct. 16, 1906.	
S.S. TOURNAI .....	Oct. 30, 1906.	
S.S. TONKIN .....	Nov. 13, 1906.	
S.S. ARNOLD .....	Nov. 27, 1906.	
S.S. ERNEST SIMONS .....	Dec. 11, 1906.	

G. DE CHAMPEAUX.

Hongkong, September 19, 1906. 1815

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STEAMERS. To SAIL. 1906.

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